



REGION ONE



SCOOP

Utah Department of Transportation

Fall-Winter 2012

This issue is dedicated
to our friend and
colleague Darin Duersch.

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Thanks to all those
who contributed to the
"Scoop, and special
thanks to Vic
Saunders for all his
help on this edition.

FROM THE DIRECTORS'S DESK -- Kris Peterson



I have had the opportunity recently to drive many of the roads in our state and Region and have been often reminded of how lucky we are to live in such a beautiful setting. Whether it is the desert landscape of Park Valley, the green mountain vistas of Logan Canyon, the rolling hills surrounding Cache, Ogden and Morgan Valleys, the awesome Great Salt Lake sunsets, the blue water of Bear Lake or the beautiful sunrises over the Wasatch, they all have their own special feeling.

I have come across many who don't realize just what we have and how lucky we are to be in such close proximity to so many opportunities to enjoy the beautiful state we live in. Many travel here from great distance to experience what we have. Yet, many of our neighbors, friends and yes, ourselves do not get out. We often get so wrapped up in our jobs and responsibilities we forget to step back and see the big picture.

So it is with many of us in our individual responsibilities. We are committed to doing our jobs in the best and most efficient manner that it is hard to find the time or opportunity to step back and see how our individual efforts and accomplishments add up to success for the entire team. We do great jobs individually, what we do together is so much more.

I encountered a great example of this concept recently. Looking at this picture, everything is correct. The traffic striping and guardrail are installed according to standard are functional and in all regards meet the goals and mission of the Department.



When you examine it closely, however, you may look at the situation and say, "I could do that better."



We are doing a great job at meeting our goals and objectives. I believe we can do better, together. As we begin this new year of 2013, I encourage us to all resolve to look at everything we do and ask, "Can we do this better?" Can we improve on the way we **Preserve** the **Infrastructure** under our care? Can we better **Optimize** the **Mobility** for users of our roadways? Can we further our success in getting to **Zero Fatalities**? Can we look at our processes and plans to find ways to further **Strengthen the Economy**?

We can.

I want to take a moment to recognize two great members of our family. First, congratulations to Jay Carter who retired in December with nearly 36 years of service. You gave a great amount of time, effort, sweat and pride to make the roadways safe and beautiful. We wish you the very best in all your future endeavors. Second, with sadness, we lost Darin Duersch a good friend and member of our UDOT family this December. You were a dedicated and committed member of our family. We are better because of how you supported "your" Aggies and your never ending quest to improve and do everything better. We will miss you.



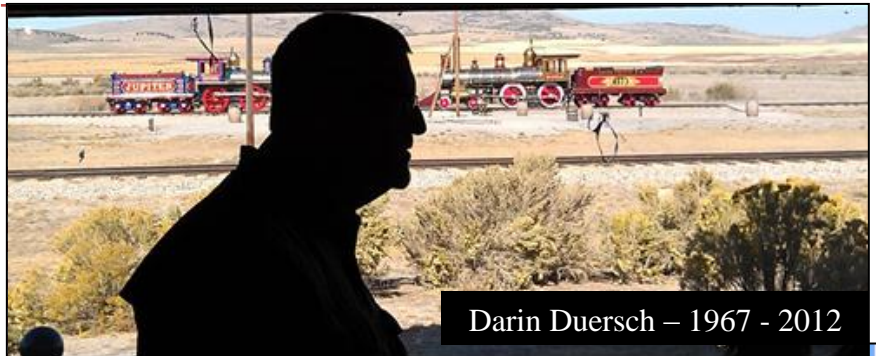
PRECONSTRUCTION
Darin Duersch
Preconstruction Engineer
Preconstruction Retreat

While I could write a few lines sharing the many successes of our preconstruction groups over the last few months, I thought it would be more interesting to share a few

thoughts and photos from our recent Preconstruction Retreat held at the Golden Spike National Historic Site (GSNHS) in early October.

Thanks to the hospitality of the staff at the GSNHS, the preconstruction groups were able to take a day and talk about our contributions to the department's strategic direction (past, present and future), complete Enneagram Personality Profiles (both surprising and not-so-surprising results here) and to participate in a unique team building activity (a reenactment of the driving of the golden spike). These photos are a taste of the experience (now, and not in 1869).

This was a great opportunity to evaluate ourselves, share a common experience and learn something about the transportation construction industry in the 1860's. It really is a wonderful thing to have this historic site in our region. If you get the opportunity, please ask somebody in preconstruction about their experiences at the retreat.



Darin Duersch – 1967 - 2012



TRAFFIC & SAFETY

Darin Fristrup, Traffic & Safety Operations Engineer

**Holiday campaigns focus on preventing drunk driving on our highways**

We've all seen the commercials on TV over the holidays. They featured people driving vehicles that filled with an alcoholic concoction. As an inebriated motorist drives along, red lights are soon seen in his back window and a law enforcement officer pull over the suspect. When he asks the drunk to get out his car, the suspect opens his door and gin and stuffed olives pour out everywhere.



With Christmas and then New Year's just passed, "buzzed" driving as a result of holiday get-togethers and parties was a big concern for public safety officials. There were lots of opportunities for some to drink more than they should and then attempt to drive home. We all know this is a very dangerous situation, so we tried to do our part to make sure everyone got home safely.

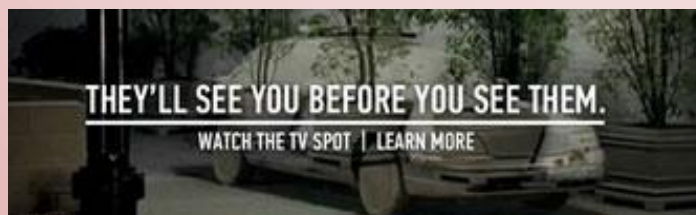
One way UDOT accomplished this was through cooperation with national programs developed by the National Highway Traffic Safety Administration designed to help everyone remember how to "arrive alive." This year's campaign, for example, was called "Don't Wreck The Holidays."



It's amazing to me how many people will go out and enjoy a holiday party, including array of adult beverages that may be served. But when it's over, they'll go out and jump in their car without even considering that they may not be in complete control due to that little "buzz" they feel. The NHTSA, Utah's Department of Public Safety and UDOT wanted these folks to know that buzzed driving is exactly the same as drunk driving—it's illegal and totally unsafe.

The annual safety campaign employed featured two segments. The first segment focused on prevention, hence the "Buzzed Driving is Drunk Driving" motto. About the middle of December, the message changed to one of enforcement, "Drive Sober or Get Pulled Over."

The "Drive Sober" campaign had an additional tagline—"They'll see you before you see them," and features a series of "invisible" policemen, stationed along the highways watching people leave a variety of parties. The message was unmistakable. If you drank and drove, you would be apprehended.



Now that the holidays are past, drunk driving remains a concern. Let's do everything we can to support these efforts. It not only improves safety for all motorists during the holiday seasons, but ensures that our friends and loved ones have a chance to arrive home safely the rest of the year, too. And that's the best outcome of all.

Zero Fatalities®
A Goal We Can All Live With

NORTH DISTRICT**Kelly Barrett, North District Engineer****Doing our jobs right the first time benefits everyone!**

Good managers and workers know the importance of the phrase, "do it right the first time." It's a concept that probably should be embraced within UDOT now more than ever. State budgets are tight and taxpayers and road users expect everything to work perfectly all the time. So the onus is on us to do everything right the first time we do it, to avoid costly overruns or "do-overs." While problems may occur that were not planned for, the idea of doing something right the first time is a money saver for everybody. You just have to have the right processes and instructions in clear language so everybody knows what is expected of them.



The concept of doing something right the first time applies to all sectors of UDOT, regardless of whether you're in planning, engineering or maintenance, your location, or the specific job you do. Cost control is a big incentive to doing things right the first time, because it just costs less money to do something right than to do it over a second or even third time. Each time a project needs to be redone it costs additional time and resources, not only in the manpower we invest, but the limited funds we receive to carry out all the work that we do.

Quality is also involved in this concept as doing it right the first time means doing it with quality. Poor quality work often results in unsatisfied motorists and UDOT's reputation is tarnished. We have worked hard, as a state, to be among the top transportation departments in the country. We have done this by making quality a focus of all we do. All four facets of the "Final Four" stress quality in all we do. We preserve infrastructure by taking care of the transportation infrastructure. We work to optimize mobility, which increases capacity and makes our highway system work better. We emphasize zero fatalities, which improves safety on our roads as well as our work sites. And, finally, we work to strengthen the economy, which facilitates, enables and stimulates economic prosperity in the region. These are all quality-driven goals, and takes our discussion here a little further by challenging us to do it right all the time.

My observation is that doing something right the first time is a culture that seems to be somewhat lacking in the business world and throughout society today. People seem to be all too satisfied with putting in minimal effort but expecting maximum compensation. That attitude simply won't do at UDOT. We have to be better than that to make things work like they should.

When we do more and improve the quality in everything we do we'll find that our customers the State's motorists are happy with the service we provide. They will be even more appreciative of the hours we put in pushing snow, repairing signs, repaving roads, or any one of a hundred other things we do throughout the year. When those who provide the taxes that pay our salaries are happy, that makes the legislature and others who govern our State even more willing to consider those things that will make US happy. **Sounds like a pretty good idea to me!**

Public Involvement -- Vic Saunders, Communications Manager**Why UDOT Does Public Involvement**

Back in the 1960's and 70's there was little regard for the concerns of the public regarding the building and maintenance of our state road system. When I came to work for UDOT (as a seasonal) in 1978, UDOT seemed to be a very results-driven organization. However, sometimes it seemed that it was getting results without regard for the needs of the environment, private property owners or others affected by highway projects.

The passage of the National Environmental Policy Act (NEPA) in 1970 initiated great change in that regard. Signed into law by President Nixon in January 1970, NEPA set forth a bold new environmental vision for our country. The law was established primarily to create and maintain conditions under which man and nature can co-exist in productive harmony and to help meet the social, economic, and other requirements of present and future generations of Americans. A big part of this future, of course, includes efficient transportation.

The National Environmental Policy Act also brought forward interdisciplinary transportation project planning and decision making, through the assessment of environmental impacts. Environmental impact assessment requires the development and evaluation of reasonable alternatives to our proposed actions, as well as a requirement to get input from those organizations and individuals that could potentially be adversely affected. As we all know, this is a very laborious, detailed and time consuming effort. If you don't believe that, just ask Randy Jefferies and the West Davis Corridor Study Team, for example, how that effort has gone.

(Continued) To help this process along, UDOT has initiated a detailed and successful public involvement approach. Its stated mission, simply, is “to capture the public’s vision and sense of need by establishing an on-going dialogue that is collaborative, respectful, and timely.” Our public involvement effort provides opportunities for those who may be affected by our projects to discuss their needs and concerns, and be a real part of transportation solutions. Their involvement is critical to ensure that the decisions we arrive at are truly in the full public interest, not just that of a select few.

A few nights ago, we conducted a public meeting for the extension of SR-193 in Clearfield/Syracuse. It was evident from the beginning of the meeting that there was concern on the part of several individuals regarding the impact of the project on businesses and the homes in the area. The public involvement team, however, carefully explained the steps that would be taken during the project to mitigate the concerns the stakeholders were expressing. By the conclusion of the meeting, most of the real concerns had been allayed, and stakeholders left this meeting with a generally more positive outlook about the coming project.

Like any other facet of a study or construction project, effective public involvement is sometimes expensive. For a project manager trying to stretch limited project resources, spending some of those funds on something that is not a direct project input can be frustrating, but, as I have always told our project managers, public involvement done right saves them money in the long run. There are fewer long-term, project-delaying problems when the time is taken to work with our stakeholders, hear their concerns, and involve them in developing the transportation solutions we are charged with achieving.

Good public involvement does “cost,” but in the long run, it pays us back through the support of a public that better understands the need for the projects we are putting in place for their benefit and use. It takes an investment of time and resources to do effectively. I have found that the results obtained by the cadre of trained professionals we work with are certainly worth that investment.



MATERIALS

Scott Nussbaum, Materials Engineer Compaction – It Matters

Compaction is the single greatest factor in determining the longevity of an asphalt pavement. We pay close attention to designs, binders, gradations, aggregates, lime, and thickness, etc., but no matter how much we put into design, the single greatest factor for the longevity of an asphalt pavement is controlled in construction: Compaction.



The level of compaction is the single greatest influence on the life of our mixes on our roadways. There needs to be enough consolidation for stability and enough density to control oxidation and permeability. There is an old rule of thumb that tells us that for every 1% compaction below 93% or 94% of theoretical maximum density, we lose 10% of pavement life. Other studies have found similar results. While the effect varies on a number of factors, there is no doubt that if we fail to achieve good compaction, we have greatly diminished the long-term value of the pavement.

Compaction and compactability are influenced by a number of factors, but for those of you involved in construction, might I suggest a few things you can do:

- Measure Compaction. This is especially true for joints and whenever conditions are marginal. If temperatures are cool, effort is inferior, or we are doing late-season paving, even small quantities should be measured for compaction.
- Pay Attention to Joints. Honestly, sometimes even our best contractors struggle to get density on joints, so it is critical that joints are planned and placed out of the wheel path, on all lifts. Making sure that there is a compaction plan for joints is also helpful.
- Pay Attention to the tack coat. A good tack coat can reduce low compaction resulting from pushing or spreading. Plenty of tack on joints can help reduce permeability.

For those of you involved in design and project management there are things you can do as well:

- Ensure project planning avoids late-season paving that will diminish the project value and life.
- When designing, ensure sufficient width for compaction equipment.

So, thank you to all of you who are paying attention and asking the right questions up-front for the best use of our asphalt paving dollars.



Project Management

Rex Harris, Program Manager

I have been asked a lot about how the new transportation bill changes how we do things here for the Utah Department of Transportation (UDOT). I thought that I would answer with a few quick bits of information, shamelessly plagiarized from

the Federal Highway Administration's (FHWA) website:

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Barack Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

The following are the objectives of this transportation bill:

- *Strengthens America's highways*
- *Establishes a performance-based program*
- *Creates jobs and supports economic growth*
- *Supports the Department of Transportation's (DOT) aggressive safety agenda*
- *Streamlines Federal highway transportation programs*
- *Accelerates project delivery and promotes innovation*

MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targets the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the most important highways -- the National Highway Performance Program.

MAP-21 restructures core highway formula programs. Activities carried out under some existing formula programs -- the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program -- are incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Metropolitan Planning

These are the main funding sources that we will mainly deal with. There are a few more categories, but we will see little of funds coming from them. Essentially, the dozens of funding programs that we have dealt with in the past will all be incorporated into this handful of

funding programs. It may take us some time before we fully comprehend the nuances of how each of these programs will affect use. By about the time we figure this out, the bill will have run its two-year course. The cornerstone of MAP-21's highway program transformation is the transition to a performance and outcome-based program. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals.

MAP-21 establishes national performance goals for Federal highway programs:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

It is interesting to note how closely the objectives from MAP-21 closely align with our own drivers of the UDOT.

I look forward to discussing more in-depth the particulars of MAP-21 and how they affect the way we do business here at Region One.

Images of MAP-21





silver Barrel Awards



UDOT has the responsibility to build and maintain state roads. But the work done by employees to build bridges, maintain pavement or remove ice and snow also has an intrinsic value. An efficient and well-maintained transportation system supports economic vitality, improves quality of life, and helps make Utah a great place to live. "The work we do has an impact on people," said UDOT Director John Njord as he presented the Silver Barrel award to the first recipient today. The Silver Barrel Award is way to call attention to and thank the many employees who excel. "We have it all the time – people are always doing good things at UDOT," says Njord. Ultimately, that good work helps Utah citizens. The Silver Barrel recipients will receive a certificate, a pin, and a hardhat sticker to wear with pride. Like college football players who get a helmet sticker for a great pass or block, the Silver Barrel sticker and pin will be visual reminders of a job well done. The number of recipients will not be limited, and Njord expects to give many away. "Someone could earn a lot of them, or everyone could earn one or more." An employee who wants to call attention to a potential recipient should contact his or her supervisor.

Jason Stimpson

In September Jason was on his way home and stopped at the traffic signal on 21st Street at 1100 West when he noticed a man, woman and child in a stroller crossing the street. As he watched them cross, his concern immediately became heightened when he saw the male individual apparently harassing and yelling at the woman and tugging on the stroller that she was pushing. The woman struggled across the road and finally attempted to run away from this man, as he continued to harass grab, yell, and pull on her and the baby stroller. At one point in all of this, Jason actually made eye contact with this woman in distress and at that time he said he knew he had to intervene in some way. At this point, Jason got on his radio and contacted local law enforcement, apprising them of the situation. The light changed to green, and as other cars begin to leave this intersection, Jason pulled his vehicle off to the side of the road and turned on his overhead flashers and emergency light, all the while noting that the woman was continuing to struggle with this man who was harassing her.



At that point, he jumped out of the truck and ran to the woman and her child and she looked at him, terrified and sobbing uncontrollably, and asked him for his help stating that the man was going to "kill her." Jason then placed himself between the woman, her child in the stroller and the male assailant, and shepherded them to his State vehicle for protection, placing them inside and locking the doors. At that point he confronted the male attacker and chased him away. The assailant ran across the roadway and attempted to hide from Jason, but law enforcement arrived on the scene and after a brief search, apprehended him. Jason stayed with the female victim and her child, offering support until the police took charge of the situation. Jason placed his own personal safety and well-being on the line to protect another citizen from both verbal and physical attack. He represented the Utah Department of Transportation in an exemplary manner.

Chris Lizotte

Chris exhibited great professionalism working in concert with our Central Environmental Group to complete the environmental document (Catex) for the SR-106; Main Street & Parrish Lane project (PIN 7194). While this seems to be routine, it becomes apparent the effort required to complete this document when one realizes that this document had to be redone when the project scope changed after the project was initially cleared in 2010.



In the end, it took two years to finally clear the Document with the changes in scope and showing an adverse effect. The final document is a 157 page Catex document.



Silver Barrel Awards

Continued

J. Tucker Doak and John Pace

In order to become more efficient, and to facilitate the creation and execution of repetitive cooperative agreements, Tucker and John created seven (7) different agreement templates and coordinated reviews of these templates with the Assistant Attorney General assigned to the UDOT. These agreements are in a "fill in the blank" format and have reduced the amount of coordination required in-house to complete and execute these agreements. This is an example of the initiative and forward thinking that both Tucker and John exhibit every day as they work to reduce project risk in utility coordination.



Jesse Glidden

Jesse has taken it upon himself to become the Region's leading authority on Cognos and has used that knowledge to benefit not only the Region Preconstruction group, but Region One and statewide groups as a whole. He has greatly enhanced Preconstruction's ability to monitor our performance and improve. Jesse set up a website for his group (<http://www.rueteam.com/>) and populated that website with Cognos reports specifically designed with his group's performance in mind. Additionally, he has gone to great lengths to support the effort to implement a matrix management structure on a statewide level by coordinating with Brandon Weston and populating the rueteam website with Cognos reports for each of the four regions. His efforts will be a huge benefit when it comes to tracking consistent performance measures for our environmental groups on a statewide basis.



If you are aware of a co-worker doing something worthy of a Silver Barrel Award send an email to Judie McDermott (jmcdermott@utah.gov) describing their accomplishment.

Congratulations!



OVERALL WINNERS

1st - Mike Bowen
 2nd - Chris Ransom
 3rd - Ron LaRue
 Approximately 22 participated

Trucks Winners

1st - Lance Nelson
 2nd - Ron LaRue
 3rd - Chris Ransom

Backhoe Winners

1st - Richard Palmer
 2nd - Chris Ransom
 3rd - Mike Bowen

Loader Winners

1st - Mike Bowen
 2nd - Chris Ransom
 3rd - Brett Heiner



Softball Game

Everyone enjoyed the softball game. The teams were: Preconstruction & Office and Maintenance & Construction.

Winner: Maintenance





Region One Appreciation Picnic - 9/10/2012



The Appreciation Region One Picnic was a Great Success



Kris Peterson, Region Director, gave the opening remarks.

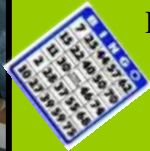
It was so nice that John Njord, Executive Director and Carlos Bracers, Deputy Director, were able to attend.

Rex Harris, Program Manager, was again our excellent Bingo caller – thanks again Rex.

The Darins² (Duersch and Frstrup) shopped for our fun prizes.

The delicious food was provided by the Majestic Grill

Thanks to everyone who helped with the picnic.



Special Thanks for a job well done

Howdy!
 THANK YOU THANK YOU! You Guys Fixed
 MY DRIVE WAY GREATLY I REALLY
 APPRECIATE YOUR TIME + EFFORT.
 PLEASE HAVE A SAFE + HAPPY
 HOLIDAYS.
 KEEP SMILING
 Randy Munns

Thank You

This letter is from Randy Munns he lives on SR-13 South of our shed. He had about a 15 inch slope off of our road that had been some erosion from water and trucks with horse trailers pulling off in front of his house. The Riverside crew went down and put some road base along in front of his house and side road, this fixed the problem for him and so he brought us this thank you card and hand delivered it to the crew.

Crew members

Todd Gibbs
 Robert Hardy
 Blain Carter
 Tim Flinders
 Jordan Berven
 Cody Rhodes

Carrie Jacobson Presentation

John Njord, Executive Director, received a letter from the Governor addressed to Carrie Jacobson thanking her for her assistance in managing the traffic during the Hill Air Force Base air show.

The letter was forwarded to the Region, and Kris presented the letter to Carrie in the Administrative Staff Meeting.



Rich Branz

Region One was green everywhere this spring and summer due to the efforts of our current seasonal landscaper, Rich Branz. Thanks for all the excellent work. It was a pleasure to come to work every day due to your efforts,



SERVICE AWARDS**July**

Todd Finlinson 5 Years
David Alger 5 Years

(Presentation in December)

August

Bill Smith 40 Years
Kent Whatcott 20 Years
Eyvonne Fawcett 15 Years
Jason Richards 5 Years

September

Troy Bruner 20 Years
Bobo Martinez 20 Years
Bruce Robison 20 Years

November

Dale Beebe 25 Years
Rich Blake 25 Years
Michael Bowel 15 Years
Sue Bramwell 25 Years
Troy Esterholdt 25 Years
Reggie Estes 25 Years
Louis Hoppie 25 Years
Rick Johnson 25 Years
Troy Lowe 25 Years
Roger Myers 25 Years
Kris Petersen 25 Years
Mikel Pickett 25 Years
William Sube 25 Years

December

Mike Stephenson 25 Years

**Service Awards – July–December 2012**

Todd Finlinson & Darin Frstrup

Darin Duersch & Dave Alger

Brent DeYoung & Bill Smith

Kent Whatcott



Joni Hoaglin & Eyvonne Fawcett

Brent & Jason Richards

Troy Bruner & Brent



Valentino (Bobo) Martinez & Brent

Bruce Robison

Brent & Dale Beebe

Brent & Blake Rich

Mike Bowen & Kelly

Sue Bramwell



Kelly & Troy Esterholdt

Brent & Reggie Estes

Kelly & Louis Hoppie

Kelly & Rick Johnson

Kelly & Troy Lowe



Kelly & Roger Myers

Kelly & Kris Petersen

Brent & Mikel Pickett

Brent & Bill Sube

Brent & Mike Stephenson